



PARKING AND WALKWAY CORRIDORS

STREET GRID

Intent

- Increase foot traffic and improve the quality of life for business owners, residents, employees, and visitors.
- Use sidewalks and streets to create a linear park system.

Principles

- Focus pedestrian circulation at the street level and increase pedestrian comfort by expanding and constructing comfortable sidewalks that energize the streets.
- Provide shade and a sense of enclosure and safety through the addition of more trees.
- Visually enhance stark walls through the use of plant material and other techniques.
- Reinforce the concept of Downtown as a market place.

Street Grid Standards

- Multiple block developments shall not close or span existing streets.
- The following shall apply:
 - ◆ Maximum distance between publicly accessible streets shall be 1,000 feet.
 - ◆ No block may have a perimeter greater than 1,600 feet, with a maximum block face of 400 feet.
 - ◆ Private streets with adjacent sidewalks or a private walkway, that are accessible through a public use easement, may serve as a block boundary.

Blocks in Downtown Fort Worth are typically 200 feet by 200 feet.



Street trees help sidewalks function as a linear park system.



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Vacation of Existing Streets Standards

Vacation of existing streets require a recommendation from the DDRB and the City Plan Commission and approval by the City Council.

Vacation of streets is discouraged and shall be avoided. The DDRB shall use the following criteria to form a recommendation to the City Plan Commission and City Council.

- The typical block face in Downtown measures 200 feet. The vacation of streets, alleys, and public rights-of-ways should not result in unpleasant or unsafe conditions for the pedestrian.
- No public way may be dead-ended through vacation. Any vacation of a portion of the public way must not result in the creation of remaining stubs of public streets or alleys. Cul-de-sacs or hammerhead turnarounds are not considered preferable options.
- No vacation of the public way shall direct public traffic onto private property.
- Vacations must run corner to corner and the full width of the right-of-way. No requests that propose to leave a jagged right-of-way line will be approved.

Skywalks and Underground Passage Standards

Skywalks and underground passages are not allowed. DDRB shall use the following requirement when reviewing waiver requests for skywalks and underground passages:

- Will not result in removing pedestrians from the street or sidewalk.
- Does not block Downtown views.
- Is not located on a Downtown gateway.
- Does not create unpleasant or unsafe conditions for pedestrians below.
- Is necessary for public safety where pedestrian travel on the street is either severely hampered or unsafe due to substantial obstructions to pedestrian circulation or adverse street conditions.
- Is necessary as a connector between two correctional facilities for transporting inmates or between two medical facilities for transporting patients.



This is an excellent example of a well designed pedestrian easement through a development.



This skywalk is appropriate because it connects two correctional facilities.

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Auto Oriented Canopies and Awning Standards

Auto oriented canopies and awnings are sometimes needed for uses such as drive-thrus, gas station pumps or as shade structures for surface level parking lots. They may be attached or detached from a building if the following requirements are met:

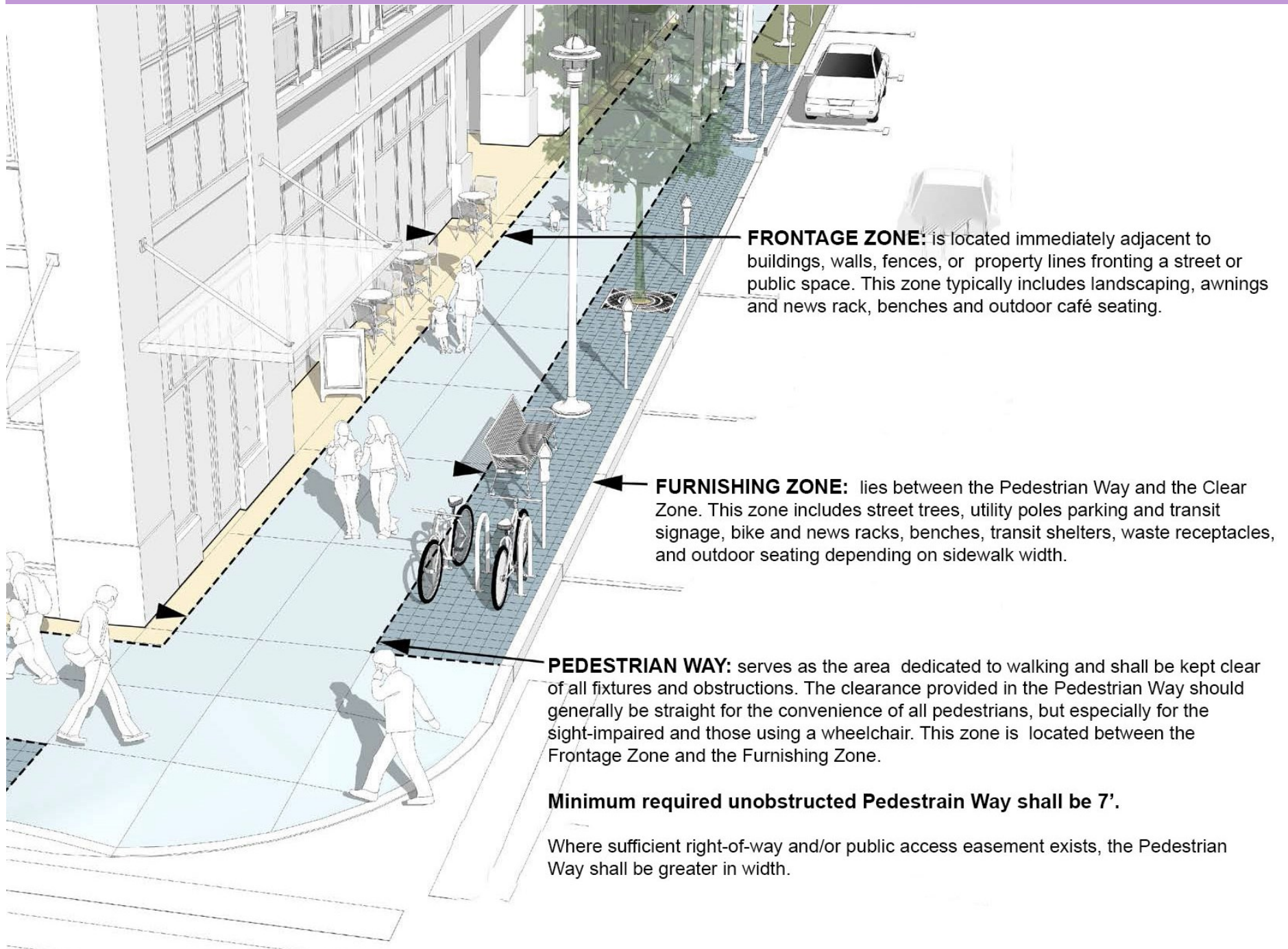
- canopies and awnings shall be lower in height than the parapet of the primary building.
- The design and location of the facility shall not impede vehicular traffic flow and shall not impede pedestrian movement and safety.
- Auto-oriented canopies, awnings, and stacking lanes shall not be located along the façade that faces a primary street, and shall be located behind the building.
- Architectural elements, landscaping, and/or other screening elements shall be used to minimize the visual impacts of the facility.



Canopies and drive-thrus should be located at the rear of the building and not along a primary street.



STREETSCAPE



STREETSCAPE

Street Tree Standards

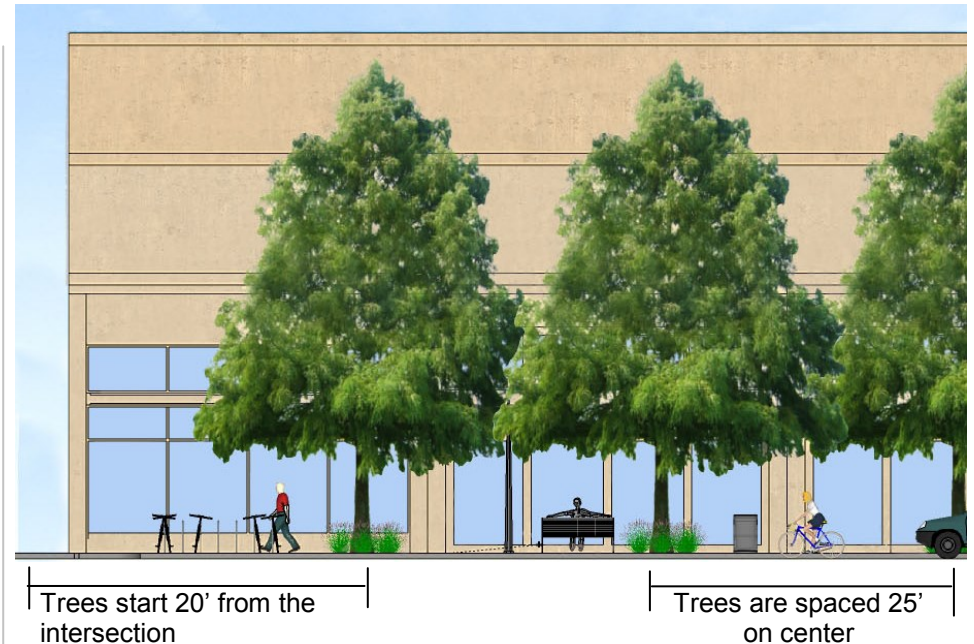
- All new development and redevelopment shall provide street trees.
- Street trees shall be located in the furnishing zone next to the street (within 2 to 3 feet of the curb).
 - ◆ **Exception:**
 - ◆ On sidewalks greater than 18 feet, a double row of trees is allowed.
- Street trees shall be deciduous to provide shade in the summer and light in the winter.
- Irrigation shall be provided.
- Tree limbs shall be pruned to a clearance height of seven (7) feet.
- Trees shall be selected to fit the size and scale of the setting.
- Trees shall be a minimum of three (3) inch caliper.
- Planting distance shall be a maximum of 25 feet.

Exceptions:

- ◆ Curb cuts
- ◆ Fire hydrants
- ◆ Fixed infrastructure elements
- ◆ Primary building entrances

Street Tree Guidelines

- All trees should be planted between November and February.
- Street trees should be planted every 25 feet with pedestrian lights located at the midpoint between trees. (See diagram to the right)



STREETSCAPE

Tree Grates Standards

- Trees shall be planted flush with the sidewalk surface using tree grates as follows:
 - ♦ Tree grates shall be adjustable to allow for tree growth and shall be securely attached. Inner rings must easily removed with an Allen wrench.
 - ♦ Tree grate openings shall not exceed 3/8 of an inch.
- Exceptions:**
- If infrastructure prevents the use of at-grade planting, a raised planter or crushed stone may be used if approved by the DDRB.
 - Other techniques will be considered on a case-by-case basis.

Approved Downtown Street Tree List

Street trees are those planted adjacent to the streets in the sidewalk furnishing zone.

Medium (M) and Large (L)

Shumard Oak (L)	Texas Red Oak (L)	Caddo Maple (M)
Chinquapin Oak (L)	Durand Oak (L)	Cedar Elm (L)
Allee Elm (L)	Monterrey Oak (L)	Lacebark Elm (L)
Dawn Redwood (L)	Ginkgo (male) (M)	
Burr Oak (L)	Big Tooth Maple (M)	



Street trees should be placed within 18 inches to 24 inches of the back of the curb.



Tree grates provide space for the tree while allowing pedestrian traffic

Approved Tree List for Downtown (Approved for all uses other than street trees)

Large Species

Eastern Red Cedar	Pecan
Western Soapberry	Bald Cypress
Pond Cypress	Live Oak (Quercus virginiana)
Escarpment Live Oak	High Rise Live Oak

Medium Species

Goldenrain tree	Redbud
Red Maple	Texas Ash

Small Species

Crepe Myrtle	Desert Willow
Holly	Possumhaw

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Landscape Standards

- Developments set back from the building line shall incorporate landscaping such as bushes, flowers, and other plantings.
- In order to ensure durability, pots and planters shall be of 50% clay, concrete, ceramic, resin, or masonry materials.
- Potted plants shall be compatible in scale and design with the immediate surrounding area.
- Pots and potted plants shall be located in the furnishing or frontage zones and shall not interfere with the pedestrian way.

Landscape Guideline

- If the DDRB approves the use of a long blank wall, the use of climbing vines and/or unique design elements are encouraged.



Plants, trees, and seasonal flowers are a great way to enhance the pedestrian experience and can be used to break up blank wall.



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Pedestrian Lights Standards

- All new development and redevelopment shall provide pedestrian lighting.
- Pedestrian lights shall be compatible to the immediate surroundings.
- Pre-approved lights are available upon request. Encroachment and maintenance agreements are required for any approved deviations from pre-approved lights.
- Pedestrian lights shall be located approximately at the midpoint between street trees.
- Maximum spacing is 50 feet.
- Lights shall be located in the furnishing zone. Spacing requirements can be adjusted to accommodate the following:

Exceptions:

- ◆ Mature trees
- ◆ Curb cuts
- ◆ Fire hydrants
- ◆ Fixed infrastructure elements
- ◆ Steps and existing buildings



Examples of typical lights used Downtown



Pedestrian Lights 50' on center



Trees 25'

12'-6"

12'-6"

spacing requirements

Pedestrian Lights 50'

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Sidewalks Standards

- All new sidewalks shall be no less than ten (10) feet and have a minimum of seven (7) feet of unobstructed pedestrian way.
- Sidewalks shall be installed along all street-facing façades.
- On Main Street sidewalks shall be brick.
- On Houston Street and Throckmorton Street sidewalks shall be brick or a combination of brick and concrete. On combination sidewalks, bricks shall be incorporated as a prominent pattern.
- On all other streets, sidewalks shall be brick, concrete, or a combination of brick and concrete.
- Synthetic surface treatments and asphalt are not allowed.

General Streetscape Furnishings Standards

- Permanent elements shall not be located in the pedestrian way.
- Benches shall be compatible with other benches along a block face.
- Benches shall be constructed of durable material.
- Other streetscape furnishings, such as bike racks, trash cans, and other movable objects, shall be compatible with existing furnishings along the block.

Mechanical Equipment Standards

- Exhaust/venting, trash containers, and noise-generating mechanical systems shall not be placed adjacent to the walkway in a manner that diminishes the comfort of pedestrians.
- Ventilation devices shall not be located in the pedestrian zone.

Exception: The applicant can clearly demonstrate to the DDRB that it is physically impossible or not economically feasible based on the original design of the existing building or existing infrastructure.



Wide sidewalks and plentiful seating help to activate the public realm.



PARKING

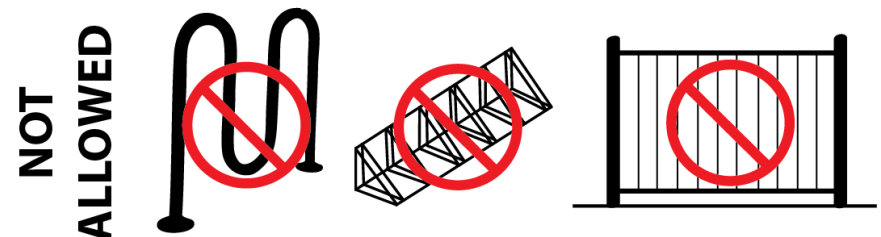
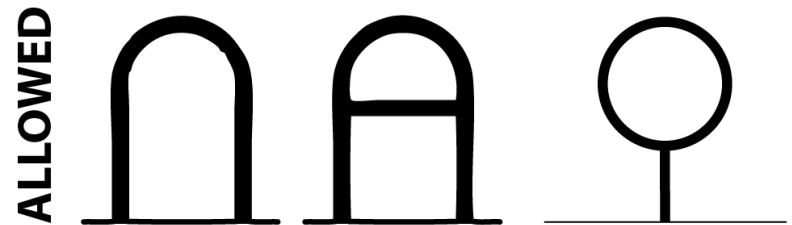
Bicycle Parking Standards

- Bicycle parking is not required in Central Business (“H”) District if the property line falls within 500 feet of an existing bicycle rack.
- Bicycle racks may be installed within the rights-of-ways adjacent to building frontage subject to the following restrictions:
 - ◆ Bicycle racks shall be Inverted-U or Pole and Ring.
 - ◆ Bicycle racks shall not be located within the following areas:
 - Within five (5) feet of fire hydrants
 - Within four (4) feet of loading zones and bus stop markers
 - Within three (3) feet of driveways and manholes
 - Within two (2) feet of utility meters and tree grates and wells
 - Sidewalks where the distance from the face of the curb to the property line is less than seven (7) feet.
 - Bicycle racks parallel to the curb shall be set back from the curb two (2) feet. Bicycle racks perpendicular to the curb shall allow one (1) foot of setback between 22 inches bicycle properly locked and the curb. Where rings are added to existing poles, these requirements do not apply.
 - Bicycle rack placement shall not reduce the pedestrian way to less than seven (7) feet considering the placement of a 22 inches bicycle properly locked.
 - Bicycle racks shall be spaced a minimum of 30 inches where installed parallel to the curb, and 48 inches where installed perpendicular to the curb.



The pole and ring bike rack is located in the furnishing zone, parallel to the street. The location provides ample room to secure the bike without interfering with vehicular or pedestrian traffic.

ALLOWABLE BIKE RACKS



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On-Street Parking Guidelines

- The use of environmentally sound methods to reduce storm water runoff is encouraged.

Surface Parking Landscaping Standards

Major modifications such as reconstruction and new construction shall incorporate the following:

- Ten (10) foot sidewalks with a seven (7) foot pedestrian way
- Pedestrian lights every 50 feet.
- Street trees every 25 feet shall be planted within the walkway corridor to help screen and shade parking lots and adjacent walkways.
- Delineation from the sidewalk with landscaping, low walls or fences, or decorative post and chain which shall not exceed four (4) feet in height.
- All parking lots shall have a minimum tree canopy coverage of 40%.



Landscape accents such as trees, planting, low walls, decorative post and chain, are an effective strategies to mitigate the visual impact of the parking lot.



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Drop-off Zones and Valet Stands Standards

- Drop-off, including residential, hotel and restaurant drop-off, shall be provided either:
 - ◆ Within the building facilities (Image A), or
 - ◆ Inset where no curbside parking exists and maintains a minimum seven (7) foot wide pedestrian way, (Image B) or;
 - ◆ Within the existing curb line and parking lane (Image C).
- Portable valet stands shall be located within the furnishing zone and shall not interfere with the pedestrian way.

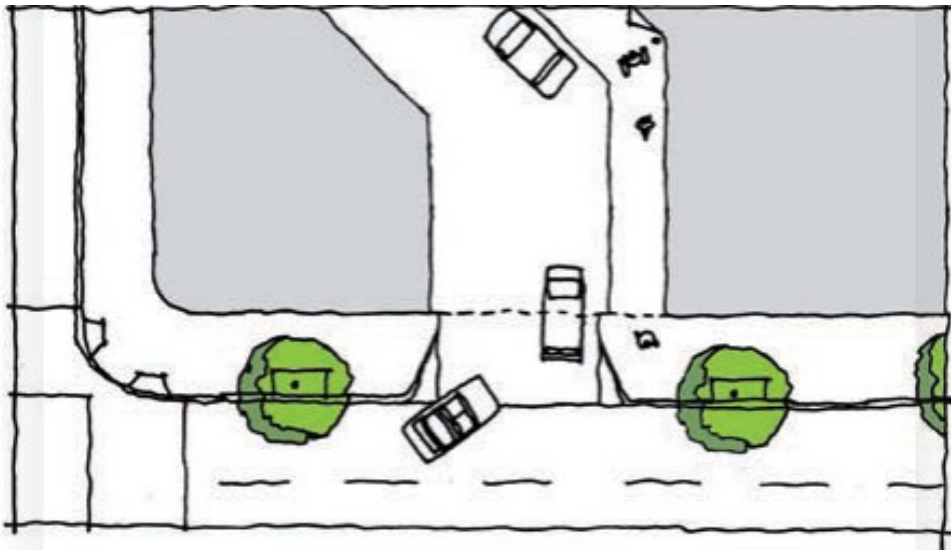


Image A

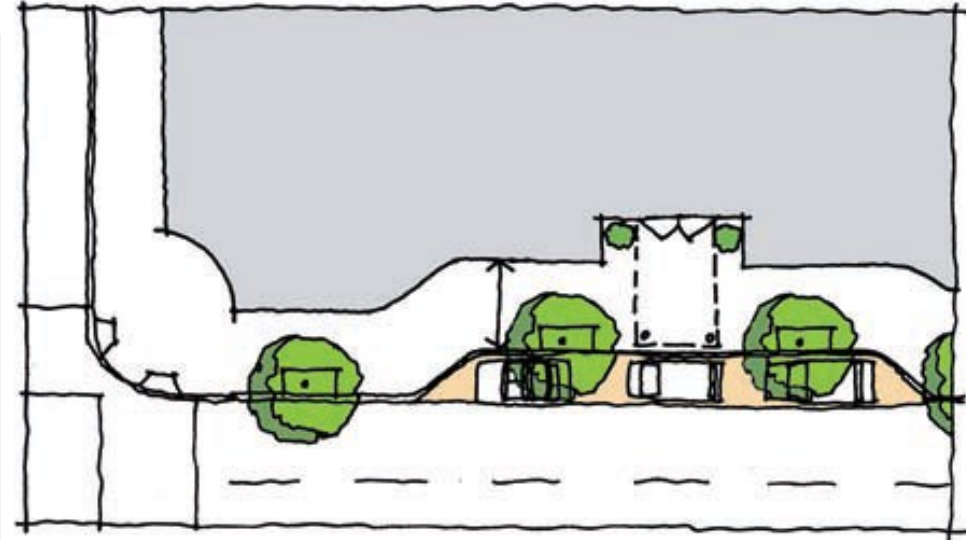


Image B

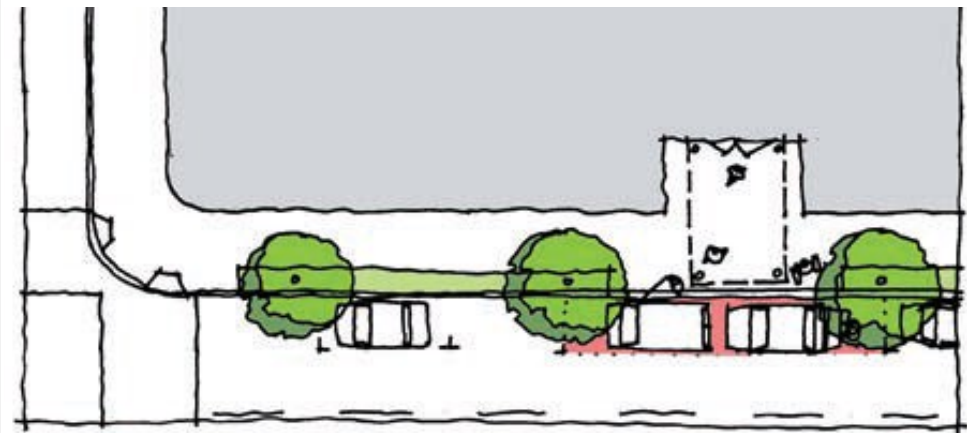


Image C

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Parking Structure Standards

- Standards from the Building Edge and Architecture chapter shall be used when designing a parking structure.
- Parking structures at the ground floor shall be lined with habitable space.
- Parking above the ground floor that is not lined with habitable space shall incorporate the following:
 - ◆ Parking structures shall incorporate architectural articulation to break up long façades.
 - ◆ Garage façades shall be softened with landscaping such as vines or trailing plants, and/or the use of architectural features and color.
 - Architectural screens or techniques shall be provided to mitigate any adverse visual effect of the parking garage to pedestrians and adjacent properties.
 - ◆ The amount of street frontage devoted to a parking structure shall be minimized by placing its shortest dimension(s) along the street edge.
 - ◆ Where practical, when parking structures are located at street corners, corner architectural elements such as a corner entrance, signage, glazing, and/or visually exposed stairs shall be incorporated.
- Lighting within or on top of a parking structures shall be directed inward and downward to prevent light pollution.
- Parking structures and adjacent sidewalks shall be designed so pedestrians are clearly visible to entering and exiting automobiles. Distinguishing between vehicular lanes and pedestrian areas by changes in grade, color, texture, and/or material are ways to achieve this.

Parking Structure Guideline

- Lining upper levels of parking structures is encouraged.



Incorporating pedestrian-oriented uses at street level can reduce the dead zone effect of parking structures in commercial areas. This parking garage has ground and upper floor uses. Parking uses should not dominate the street frontage. Pedestrian-oriented uses should be encouraged on the first floor of street-side edges of parking structures.

Architectural screens and other techniques should be provided to articulate the façade, hide parked vehicles, and shield lighting.

